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drawings were no longer available, the Russians engaged the designer dipl. Ing. Letzas to reproduce them. At first the Russian Forks Controller opposed the resumption of the production of aircraft instruments in favor of the scheduled completion of reparations orders for fittings and ordinary measuring instruments, but was instructed by Karlshorst to accept the work. This has made competent German officials in the firm believe that larger orders than the initial ones for aircraft instruments are envisaged.

- 4. Apart from their own requirements in steel castings, Schäffer and Budenberg have to deliver 200 tons of cast-steel to Krupp-Gruson, Magdeburg-Buckau by the end of 1946. These steel-castings are required by Krupp-Gruson in connection with the building of thirty-five sets of installations for cement factories. Eight sets are scheduled for completion by the end of 1946, but the delivery date is unlikely to be maintained in view of the shortage of primary materials, especially strong tin-plate. The Russians promised to procure the latter from Czechoslovakia, but no deliveries had been made by the end of July 1946.
- 5. In order to extend the peace-time production of Schäffer and Budenburg, the manufacture of "spark units" (Funkelementen) for Deutz-type Diesel engines was taken up in the autumn of 1945. In addition, an order was passed by Frimus Traktoren K.G., Berlin and Magdeburg, for the construction of 1,000 Deutz-type Diesel engines, model F2M 414. This order was backed up by the Provincial Administrations in Halle and Potsdam; the engines were required for agricultural tractors. The first order for pumps has been completed. The first deliveries of engines took place in August 1946. Both manufacturers and clients are anxious in case these engines, too, should be taken over by the Russians on account of reparations and the urgent agricultural needs in the Russian Zone of Germany be ignored.
- 6. In connection with the Russian campaign to recruit German technicians, the Soviet Commandant in Magdeburg, Col. Lipachov, ordered Schäffer and Budenberg in February 1944 to dismiss thirteen of their leading designers and engineers, because of their long-standing membership in the Nazi Party. Of these thirteen men, however, several were immediately taken over by technical offices working exclusively for the Russians; Letzas was among their number.

 of the Magdeburg firm was also asked to become the head of a technical office controlled by the Russians. This particular office was to have dealt with high pressure fittings for steam power stations and chemical works. Abel was offered 2,000 Marks, Category I rations, and 300 cigarettes per month.

Krupp-Grusonwerke and Maschinenfabrik Tolf, Macdehurg-Duckau

7. In the same way as Schäffer and Dudenberg, the above two firms have become Soviet State Concerns. It is estimated that each firm is employing 3,000 to 5,000 workers. In order to assist in the reconstruction of the Krupp-Gruson works, the Magdeburg Labor Office was instructed to engage an additional 5,000 workers. In addition, all the labor available after the completion of the reconstruction work at the Brabag Plant at Magdeburg-Rothensee was drafted to the Krupp-Gruson factory.

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Brabag Plant, Magdeburg-Rothensee

8. Compared with the 1942/3 annual output figure of 250,000 tons, the present production rate of synthetic fuel will reach approximately 80,000 tons per annum provided that sufficient tar products are svailable. The loss to the British Zone of the Offleben brown coal fields is probably offset by supplies from deposits in Saxony. About 1,000 persons are employed on actual production and a further 1,000 on repair work. An extension of serviceable installations is impossible for the time being because of lack of machinery, pressure vessels, and special equipment normally obtained from the western zones.

Nordhauser Maschinenfabrik

9. Another firm engaged on the production of the same type of Diesel engines as Schäffer and Budenberg was the Nordhauser Maschinenfabrik, a daughter concern of Maschinen & Bahn Bedarfs A.G. (formerly Orenstein & Koppel), Berlin-Potsdam. A monthly output of 200 engines was planned. Schäffer and Budenberg were to have supplied the pump units for these engines. At the beginning of July 1946, however, the Nordhausen concern advised the Magdeburg firm that they would have to withdraw their contract and forego the engine production program altogether as they had been obliged to reserve their entire capacity until further notice for the purpose of executing a special Russian order, believed to be connected with the "V" weapon program.

Junkers, Schönebeck, and Famo, Breslau

10. The Junkers factory at Schönebeck was completely dismantled in May 1946. The same applies to the Famo Borks, Breslau, which has originally moved a quarter of its machinery to Schönebeck.

Hubbe-Fahrenholtz, Magdehurg-Friedrichstadt and Polte, Magdehurg-Wilhelmstadt

11. The Fett-Chemie Werk of Hubbe-Fahrenholtz and Polte have both been completely dismantled. Factory installations, workshops, and office equipment have been removed.

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